11 metallic filaments and from 1 to 5 polymer fibers having a melting point of from 50 °C to 200 °C twisted together, wherein no fiber constitutes a core of the composite cord and the metallic filaments are placed with gaps after the polymer fibers are softened or melted under vulcanization conditions, the end count of said composite cords per 50 mm width of said carcass ranging from 10-55.

10. The pneumatic tire of claim 9, wherein said end count ranges from 20-45.

11. A composite cord having a 1 x n construction where n is an integer from 3 to 12 with from 2 to 11 metallic filaments and from 1 to 5 polymer fibers having a melting point of from 50 °C to 200 °C twisted together, wherein no fiber constitutes a core of the composite cord and the metallic filaments are placed with gaps after the polymer fibers are softened or melted under vulcanization conditions, said polymer fibers and metallic filaments being twisted together at approximately constant pitches, while being displaced from one another in a longitudinal direction to prevent any fiber or filament from forming a core of the composite cord.

12. A carcass of a pneumatic tire comprised of a composite cord having a 1 x n construction where n is an integer from 3 to 12 with from 2 to 11 metallic filaments and from 1 to 5 polymer fibers having a melting point of from 50 °C to 200 °C twisted together, wherein no fiber constitutes a core of the composite cord and the metallic filaments are placed with gaps after the polymer fibers are softened or melted under vulcanization conditions.

13. The pneumatic tire of claim 9, wherein said polymer fibers are selected from the group consisting of polyethylene fiber and polypropylene fiber.

14. The composite cord of claim 11, wherein said polymer fibers are selected from the group consisting of polyethylene fiber and polypropylene fiber.

15. The carcass of claim 12, wherein said polymer fibers are selected from the group consisting of polyethylene fiber and polypropylene fiber. - -